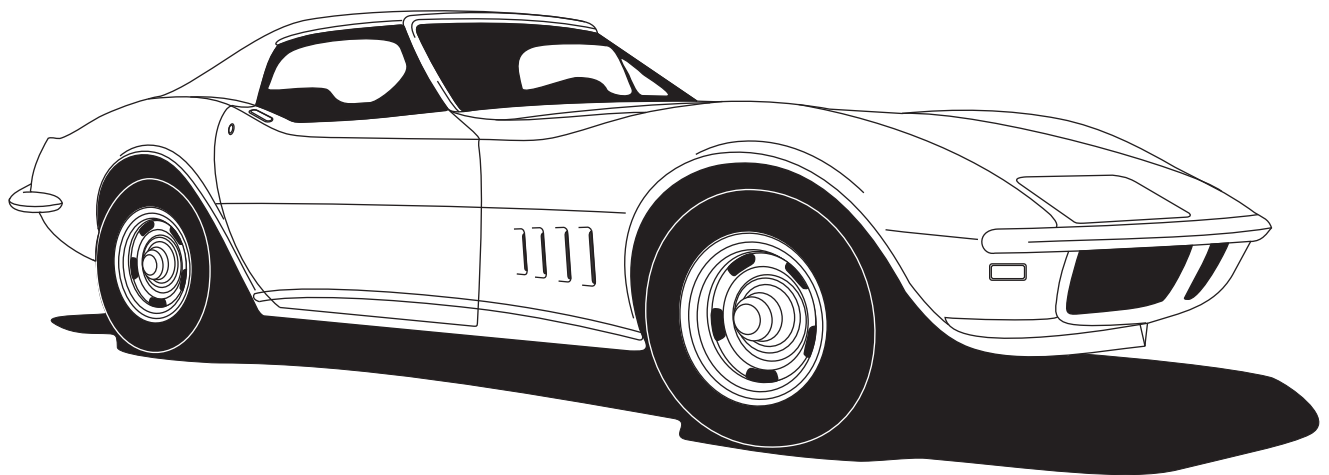




1973-76 Chevrolet Corvette

Condenser Kit *with* Drier
(021073)



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Parts Disclaimer: Please Read

Before beginning installation, open all packages and check contents of shipment. Please report any shortages directly to Vintage Air within 15 days. After 15 days, Vintage Air will not be responsible for missing or damaged items. Packing list located on last page of instructions.



Important Notice—Please Read

For Maximum System Performance, Vintage Air Recommends the Following:

NOTE: Vintage Air systems are designed to operate with R134a refrigerant only. Use of any other refrigerant could damage your A/C system and/or vehicle, and possibly cause a fire, in addition to potentially voiding the warranties of the A/C system and its components.

Refrigerant Capacities:

Vintage Air System: 1.8 lbs. (28.8 oz.) or 816 grams of **R134a**, charged by weight with a quality charging station or scale. **NOTE:** Use of the proper type and amount of refrigerant is critical to system operation and performance.

Other Systems: Consult manufacturer's guidelines.

Lubricant Capacities:

New Vintage Air-Supplied Sanden Compressor: No additional oil needed (Compressor is shipped with proper oil charge).

All Other Compressors: Consult manufacturer (Some compressors are shipped dry and will need oil added).

Safety Switches

Your Vintage Air system is equipped with a binary pressure safety switch. A binary switch disengages the compressor clutch in cases of extreme low pressure conditions (refrigerant loss) or excessively high head pressure (406 PSI) to prevent compressor damage or hose rupture. A trinary switch combines Hi/Lo pressure protection with an electric fan operation signal at 254 PSI, and should be substituted for use with electric fans. Compressor safety switches are extremely important since an A/C system relies on refrigerant to circulate lubricant.

Service Info:

Protect Your Investment: Prior to assembly, it is critical that the compressor, evaporator, A/C hoses and fittings, hardlines, condenser and receiver/drier remain capped. Removing caps prior to assembly will allow moisture, insects and debris into the components, possibly leading to reduced performance and/or premature failure of your A/C system. This is especially important with the receiver/drier.

Additionally, when caps are removed for assembly, **BE CAREFUL!** Some components are shipped under pressure with dry nitrogen.

Evacuate the System for 35-45 Minutes: Ensure that system components (Drier, compressor, evaporator and condenser) are at a temperature of at least 85°F. On a cool day, the components can be heated with a heat gun **or** by running the engine with the heater on before evacuating. Leak check and charge to specifications.

Bolts Passing Through Cowl and / or Firewall:

To ensure a watertight seal between the passenger compartment and the vehicle exterior, for all bolts passing through the cowl and/or firewall, Vintage Air recommends coating the threads with silicone prior to installation.

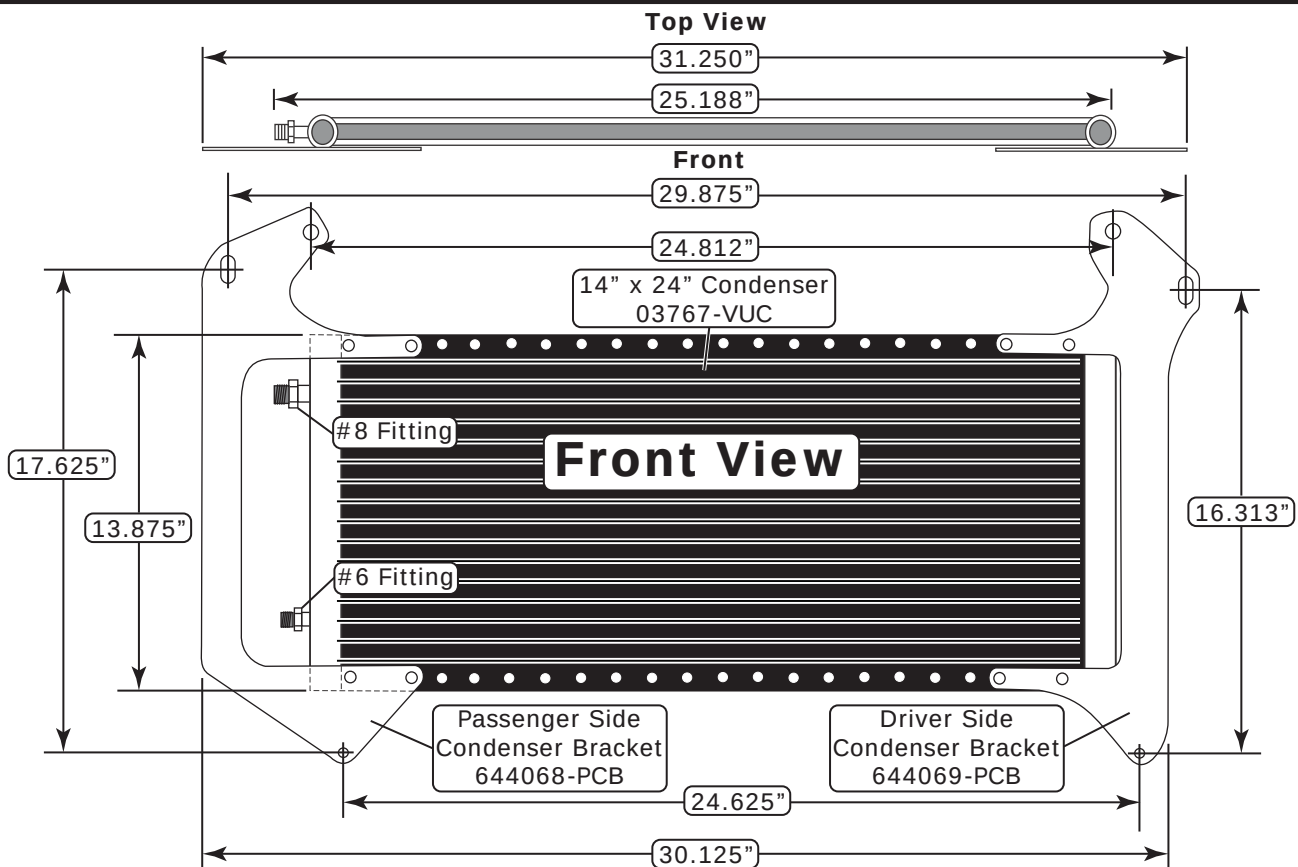
Heater Hose (not included with this kit):

Heater hose may be purchased from Vintage Air (Part#31800-VUD) or your local parts retailer. Routing and required length will vary based on installer preference.



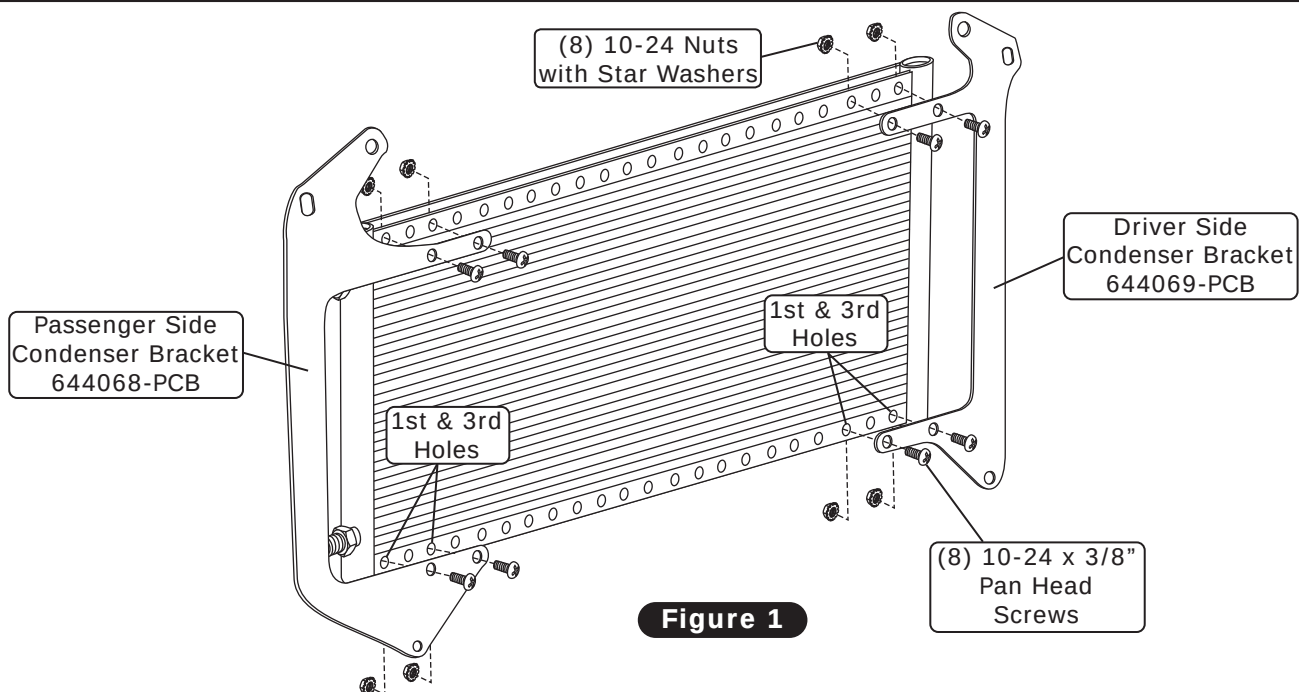
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Condenser Dimensions



Bracket Installation

1. Install the condenser mounting brackets onto the condenser using (8) 10-24 x 3/8" pan head screws and (8) 10-24 nuts with star washers (See Figure 1, below). NOTE: The brackets mount to the outside of the flange through the 1st and 3rd holes on each side of the condenser.





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Condenser Installation

1. If the vehicle is equipped with factory air, remove the OEM condenser and lines (retain mounting hardware).
2. Install the condenser assembly onto the front side of the core support, and secure using OEM bolts through the OEM holes as shown in Figure 1, below.

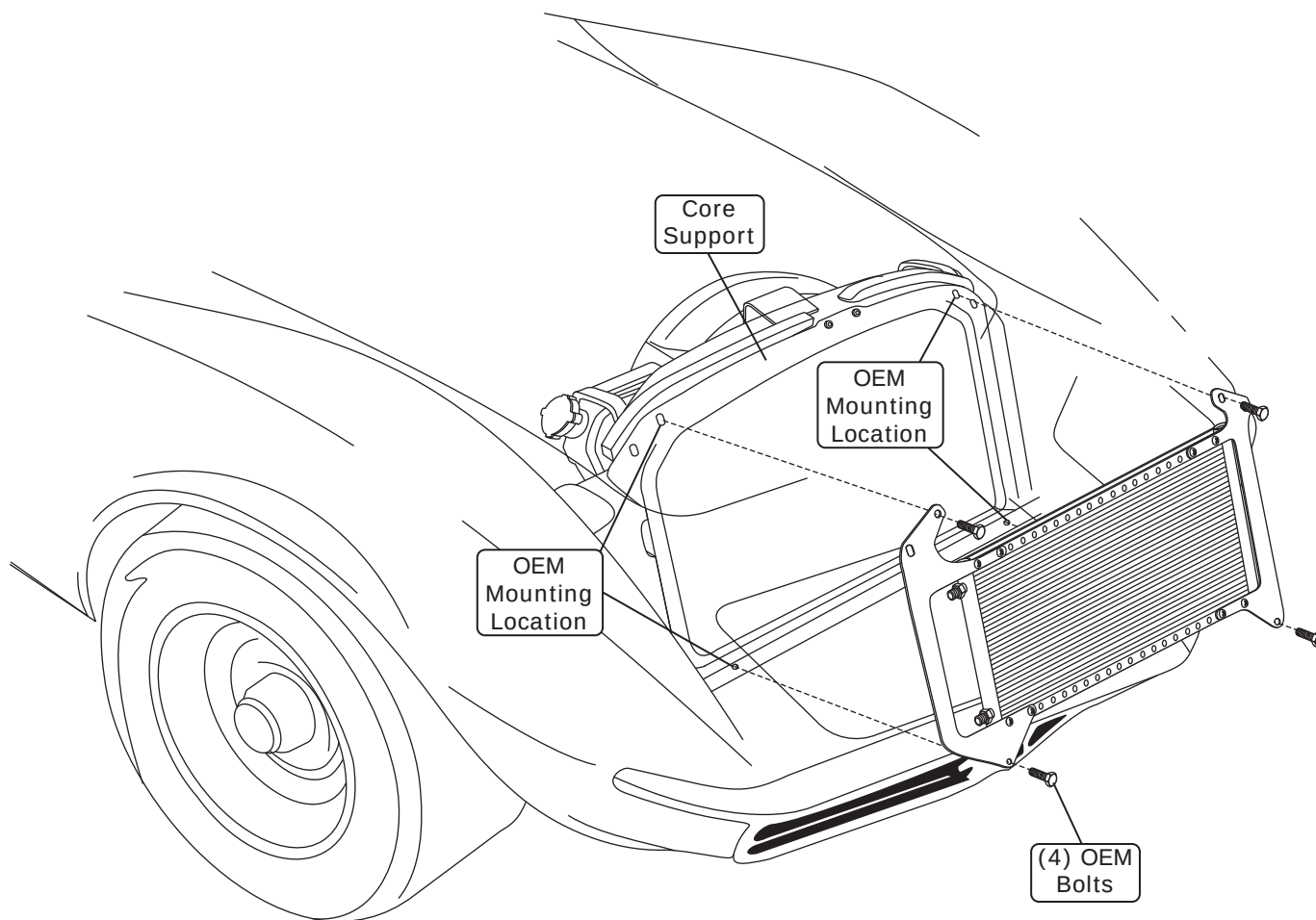


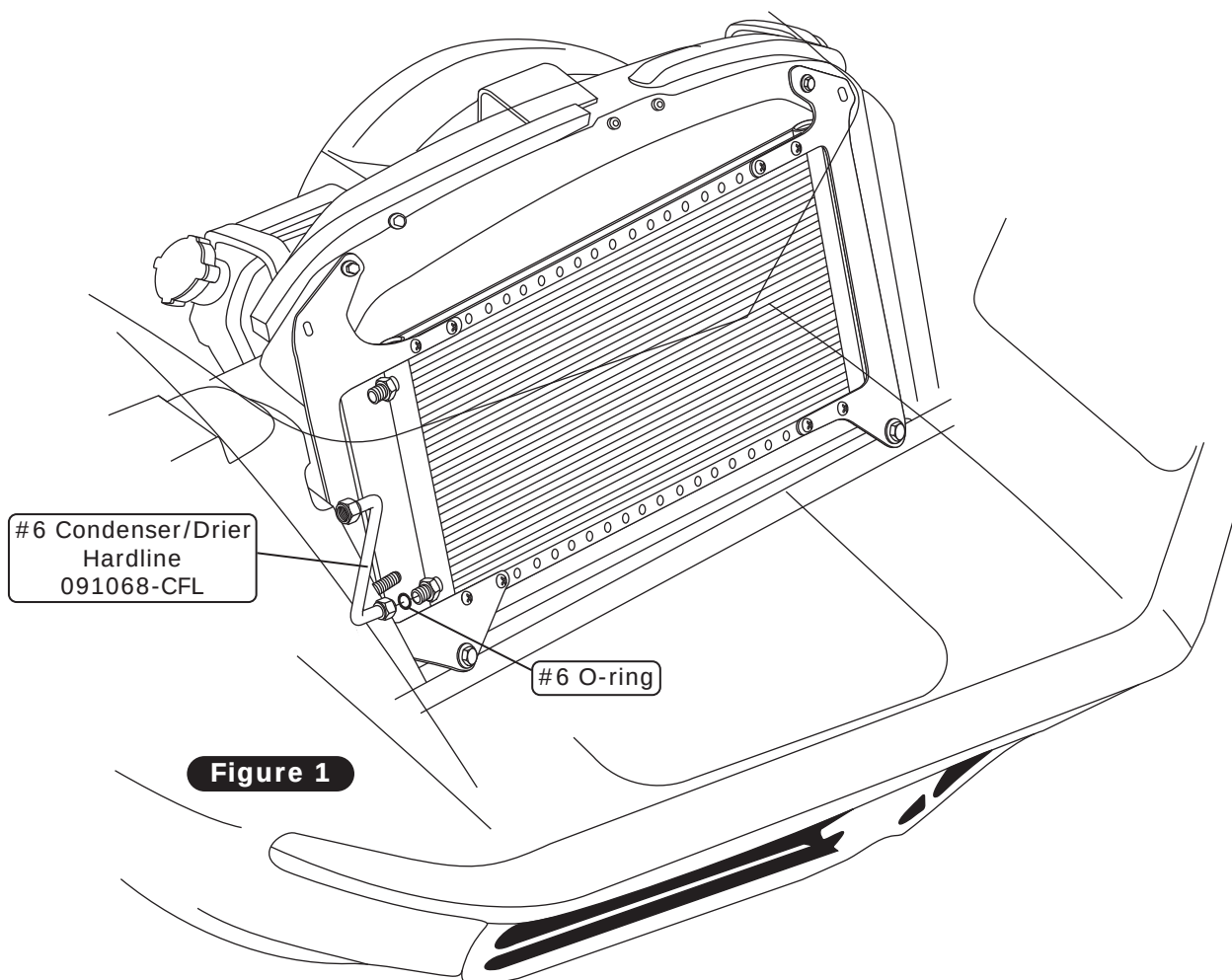
Figure 1



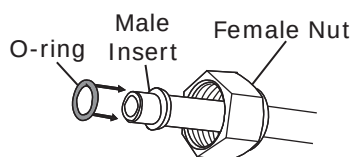
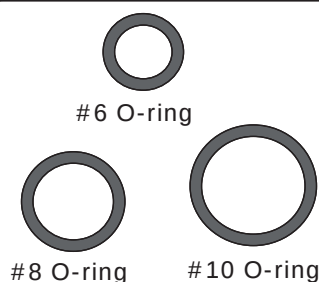
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6 Condenser/Drier Hardline Installation

1. Lubricate a #6 O-ring (See Lubricating O-ring, below), and install the #6 condenser/drier as shown in Figures 1, below. **NOTE: Do not fully tighten the #6 hardline at this time. Hand tighten only.**

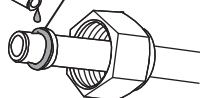


Lubricating O-rings

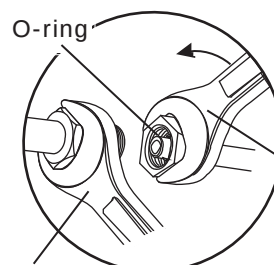


Refrigerant Oil
for O-rings

O-ring installs
over male insert
to swaged lip



For a proper seal of fittings: Install supplied O-rings as shown and lubricate with refrigerant oil.



Twist with
this wrench

Hold with this
wrench

NOTE: Standard torque specifications:

#6: 11 to 13 ft.-lb.

#8: 15 to 20 ft.-lb.

#10: 21 to 27 ft.-lb.



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Drier & Binary Switch Installation

NOTE: Drier contains a desiccant that will quickly absorb moisture from the atmosphere and can lose effectiveness in less than 30 minutes. Remove caps and plugs only long enough to install safety switch and hardlines onto a sealed condenser assembly. Do not uncap again until ready to connect hoses and evacuate system before charging.

Perform the following:

1. Remove the front fenderwell mounting bolt that goes through the core support as shown in Figure 1, below. Replace it with a 5/16-18 x 1 1/4" hex bolt and flat washer.
2. Install the drier clamp onto the drier.
3. Install the drier onto the fenderwell bolt, then secure it using a 5/16-18 nut (See Figure 1, below). **NOTE: Refrigerant flow through the drier is IN from condenser, OUT to evaporator. Do not fully tighten the drier mounting bracket nut at this time. Hand tighten only.**
4. Lubricate a #6 O-ring (See Lubricating O-ring, Page 6), and connect the #6 condenser/drier hardline to the drier as shown in Figure 2, below. **NOTE: Do not fully tighten the #6 hardline at this time. Hand tighten only.**
5. Install the binary switch onto the drier as shown in Figure 2, below.

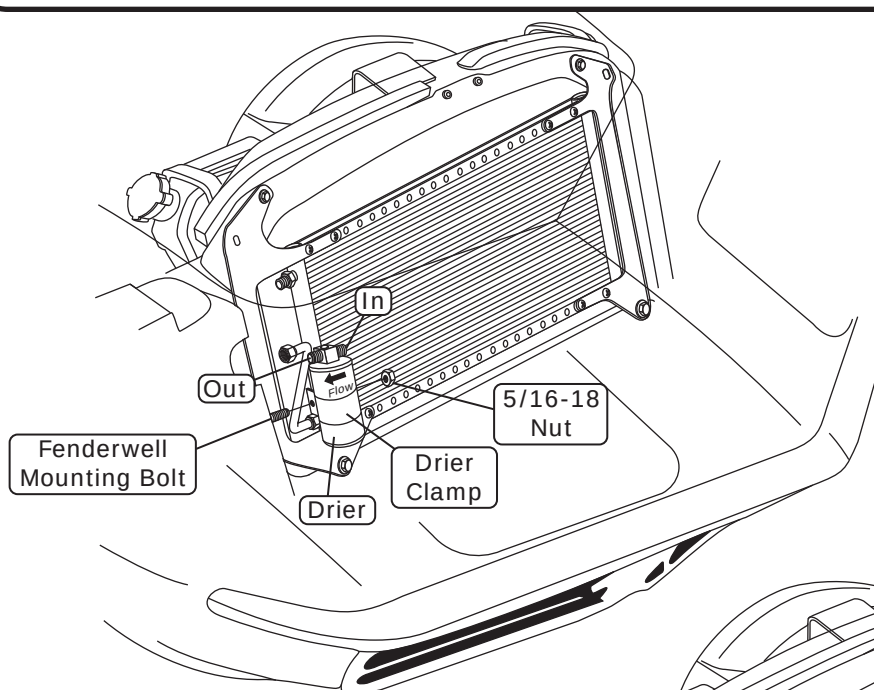


Figure 1

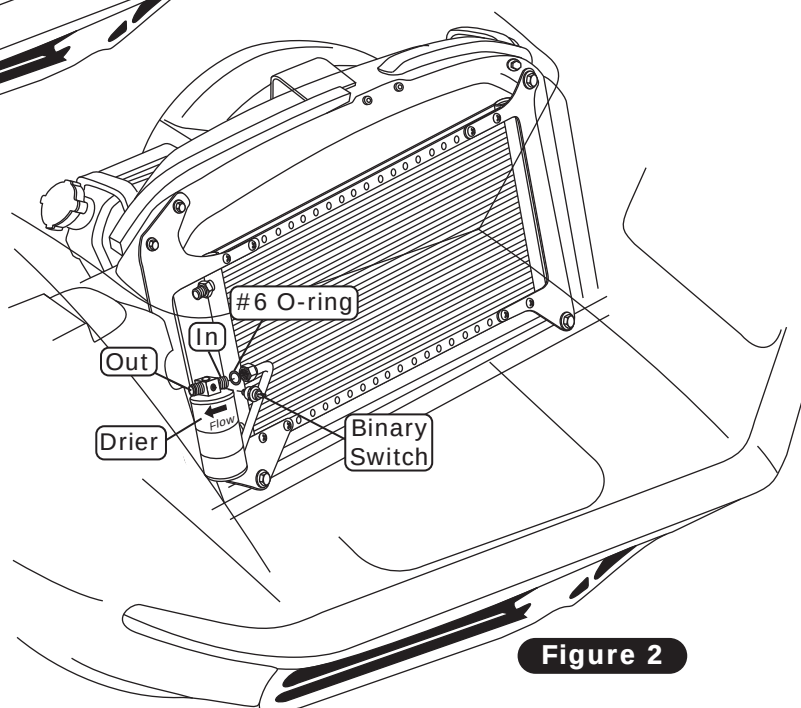


Figure 2



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Final Steps

1. Lubricate a #8 O-ring (See Lubricating O-ring, Page 6), and install the #8 condenser/core hardline as shown in Figure 1, below. **NOTE: Do not fully tighten the #8 hardline at this time. Hand tighten only.**
2. Lubricate a #6 O-ring (See Lubricating O-ring, Page 6), and install the #6 drier/core hardline as shown in Figure 1, below. **NOTE: Do not fully tighten the #6 hardline at this time. Hand tighten only.**
3. Once all hardlines are properly attached, tighten the drier mounting bracket nut and all hardline connections as shown in Lubricating O-ring, Page 6.

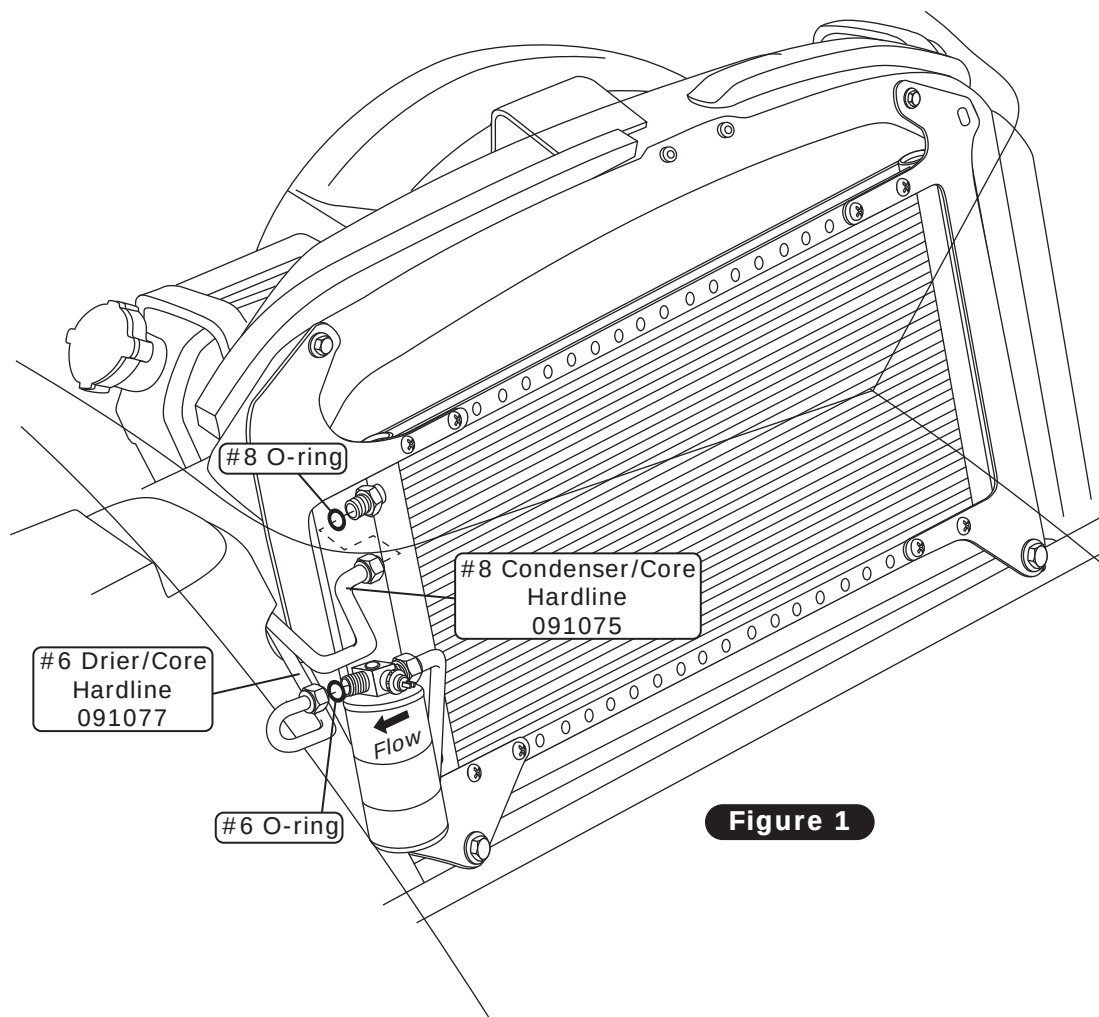


Figure 1



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Packing List: Condenser Kit (021073)

O-rings / Refrigerant Oil

	Qty		Part No	Description
	1	☐	11079-VUS	Binary Switch, Male
	1	☐	18151-VUB	Locknut, 5/16-18
	8	☐	18249-VUB	Screw, 10-24 x 3/8", Pan Head
	8	☐	18260-VUB	Nut with Star Washer, 10-24
	1	☐	183009-DSR	Bolt, 5/16-18 x 1 1/4", Hex
	1	☐	23135-VUW	Compressor Lead

Packed By: _____

	Qty		Part No	Description
	4	☐	33857-VUF	O-ring, #6
	3	☐	33858-VUF	O-ring, #8
	1	☐	41117-VUP	Refrigerant Oil

Packed By: _____

Brackets

	Qty		Part No	Description
	1	☐	644068-PCB	Bracket, Condenser, Passenger-Side
	1	☐	644069-PCB	Bracket, Condenser, Driver-Side
	1	☐	65980-VCB	Drier Clamp

Packed By: _____

Hardlines / Hoses

	Qty		Part No	Description
	1	☐	091068-CFL	Hardline, #6 Condenser/Drier
	1	☐	091075	Hardline, #8 Condenser/Core
	1	☐	091077	Hardline, #6 Drier/Core

Packed By: _____

Condenser / Drier

	Qty		Part No	Description
	1	☐	03767-VUC	Condenser, 14" x 24" Parallel Flow
	1	☐	07321-VUC	Drier

Packed By: _____

Inspected By: _____
Date: _____